

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 WASHINGTON, D.C. 20594

*****X
 IN THE MATTER OF THE: :
 :
 MAJOR MARINE ACCIDENT -- :
 COLLISION OF THE JAPANESE :
 FISHERIES TRAINING VESSEL :
 EHIME MARU AND THE U.S. NAVY :
 NUCLEAR ATTACK SUBMARINE USS :
 GREENVILLE (DCA01MM022) :
 NTSB PROJECT ID NO. 51701 :
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Tuesday,
 February 13, 2001

Interview of AKIRA KAGAJO (NO. 1 OILER)

NTSB REPRESENTATIVES

TOM ROTH-ROFFY
 Investigator in Charge

TED WHITE

W. WOODY

U.S. COAST GUARD REPRESENTATIVE

LTJG KEN KUSANO
 Interpreter

U.S. NAVY REPRESENTATIVE

LCDR SANTOMARUO

Also Present

Several Japanese Personnel

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1 P R O C E E D I N G S

2 MR. ROTH-ROFFY: Ask him to tell us in his
3 own words, in as much detail as he can recall.

4 I'm sorry. Let me do the introduction again.

5 My name is Tom Roth-Roffy, and I'm with the National
6 Transportation Safety Board.

7 I don't know if you've had a chance to state
8 this to him, but the activities which you saw that
9 occurred from the time you left here till the time you
10 were recovered by the U.S. Coast Guard. I'll let you
11 go ahead and tell the whole story without any
12 interruption and then follow up with questions after
13 you've told your whole story.

14 INTERPRETER: Do you want what he was doing
15 before, also?

16 MR. ROTH-ROFFY: That will be covered by our
17 questions in our profile.

18 INTERPRETER: Okay. We departed Honolulu.
19 We undid the lines and put underway. After he finishes
20 line-handling, he went ahead and he started scrubbing
21 the decks.

22 He returned to his room and took a shower,
23 changed clothes and went to lunch. So, he -- as he was
24 eating, he realized that he was confronted by the first

1 engineer, and he was reminded that, "Hey, you have
2 watch down there". So, he ate as quickly as he could
3 and went and put it back -- put back his working
4 clothes, coveralls, and then quickly went down back to
5 the control room.

6 In the control room, the chief engineer and
7 the first engineer were present. They were -- they
8 were at the table on the port side, like a long chair.

9 He was showing where the first engineer is on the long
10 chair, and then on the outer side was the chief
11 engineer, and they were sitting next to each other, and
12 on the drawing, it doesn't really show it, but there's
13 -- there's -- there is another chair, long chair, right
14 next to it, and I was sitting in the middle -- I was
15 sitting on the other long chair in- board.

16 They were talking. They were talking about
17 just what they did in Hawaii and just briefly about,
18 you know, being late. He heard a big noise, like
19 something floating at the water, kind of like --
20 describes it as a strange sound. Basically, he heard
21 this sound, he sort of heard a sound.

22 Initially, it wasn't that loud, but it was
23 kind of what he would describe as a noise, and the
24 three of them looked at each other, wondering what it

1 was, and then the second time, he heard another noise,
2 and he described it, discussing "Did we hit something?"

3 And kind of like a scraping noise. That's
4 when they heard the really scraping noise and then the
5 vibrating, and after -- and then, as the scraping noise
6 was continuing, and then after that, then the second --
7 just a loud noise, shock, and that's when he was
8 thrown. He doesn't -- he doesn't remember where he was
9 thrown to. He just remembers being thrown. He was
10 thinking that it was finished, and that's when he saw
11 -- he saw kind of a red -- reddish, probably assuming
12 oil, fuel oil, and it was just pouring all over him.

13 And by -- by the time he looked up and
14 realized he was being smothered with oil, the water
15 already was just -- just all over. He just -- he was
16 engulfed in just oil and just -- just covered up in
17 water, fuel.

18 When he realized -- when he realized what had
19 happened, he had the hand rail -- basically, he -- he
20 doesn't really remember how he got from where he was
21 sitting, and the next thing he -- when he realized was
22 the water was just going up and forcing -- forcing him
23 up the -- through -- through -- when he realized he was
24 -- he was next to the stairwell in the engine area and

1 the engine room casing, which is -- which would be on
2 the second deck, and that's when he realized this is
3 not -- this is not good.

4 So, as he was going up, so, it was pitch
5 black, but he -- he -- he realized where he was, and
6 then he -- he climbed up the -- he climbed up the
7 ladder and proceeded to go forward through the --
8 through the center line -- center line passageway in
9 the -- on the main deck.

10 When he came out, there were two other crew
11 members, and when he came out in the mid-ship's
12 starboard side door and proceeded to go aft -- well, he
13 -- actually, correction. He -- he saw -- he saw -- he
14 saw the crew members go out the door and that's when he
15 followed them going -- and started going aft.

16 He went -- he went -- he proceeded up the
17 stairs, and he -- and he went to the muster station, as
18 they were calling out each other's names, where he --
19 he came -- he just -- just within minutes, moments,
20 moments, he -- he was feeling really sick from just
21 ingesting the fuel and just -- just for a moment, he
22 leaned over to kind of rest, and that's when -- that's
23 when he realized somebody was saying -- somebody else
24 was yelling "The water's coming up. Go up."

1 That's when he -- he -- he saw all the other
2 students proceeding up to the -- the 02 deck, the
3 bridge. He was -- there were many, many students
4 there, and what he did, he grabbed -- he grabbed the
5 stairwell on the outside of it and proceeded to go up
6 the stairs on the outside of the stairs, and by the
7 time he -- he placed his foot on the deck, the water
8 was already there, and he -- he just grabbed it with
9 his hands approximately at about a 45-degree angle
10 where the water was coming up to as he stepped, as he
11 placed his foot on the deck, kind of like -- kind of
12 like going up a hill, and that's when the wave came
13 from behind and just knocked him off.

14 That's when -- when the wave came and knocked
15 him, that's when it knocked him forward and that's when
16 he hit his shoulder on the search light. So, it's --
17 it's -- so, the search light is -- is on the forward
18 part of the starboard 02 level, and that's when he hit
19 his shoulder and that's when -- soon after that, he
20 just felt the second sensation.

21 Usually -- usually he could -- usually he
22 could swim under about five meters, but in this case,
23 it felt a lot longer than what he's used to. As he
24 finally came up to the surface, the vessel wasn't in

1 sight, and that's when he saw just life rafts just
2 around him, life rafts around him, surrounding him.

3 The waves -- the waves were pretty -- pretty
4 -- pretty large, and he tried his best to swim and
5 eventually, he got to one of the life rafts and grabbed
6 the line, and it was about three -- three students
7 inside the life raft and that's when they grabbed his
8 belt and -- and pulled him in.

9 Until he was -- he was rescued, he just laid
10 in the raft and he couldn't move. We just had a
11 discussion regarding the bulkhead separating the engine
12 room and the control room. They mentioned there's two
13 -- basically two windows on both port and starboard
14 side, and in between the windows is a door.

15 The question was asked -- I asked a question,
16 if -- if the door's usually left open. The door is
17 usually left closed. We discussed the door just a
18 little. The door that's separating the engine room and
19 the control room is approximately the size of a typical
20 household door.

21 INTERVIEWER: Water tight?

22 INTERPRETER: No, no. It's a regular -- it's
23 a regular door, not water tight door. No latches.

24 Just for reference, the control room is air

1 conditioned. There's an AC unit. On the starboard
2 side in the control room, rectangular box, which is
3 indicated as green, is the -- is the main switchboard,
4 and on the -- on the -- and on the -- on the port side,
5 indicated in green, there's the control panel for the
6 -- for the refrigerator -- for the refrigeration
7 system, and on the forward -- forward side, right next
8 to the refrigeration control panel is the main engine
9 control panel, indicated by a red pen on the port side.

10 INTERVIEWER: And for reference, that was
11 pointed out by the teacher who is here assisting us.

12 INTERPRETER: On the forward side, next to
13 the refrigeration system panel, in-board, in-board of
14 it, is the main engine control panel, and it -- it's --
15 the refrigeration -- the refrigeration panel is
16 indicated by --

17 INTERVIEWER: We're referencing the color
18 brochure.

19 INTERPRETER: As referenced by the color
20 brochure is Number -- okay. Do you have a copy of
21 this?

22 INTERVIEWER: We had a black and white copy
23 of that.

24 Okay. If he's done with the narrative, I'll

1 go ahead and ask some follow-up questions.

2 Could you please describe your duties as an
3 oiler on the ship?

4 INTERPRETER: Basically, his duties are
5 watches and with the engineers just basic maintenance
6 duties. So, this -- this trip was his first time as --
7 as a crew member serving as an oiler. So, he -- he
8 stands -- he stands watch. He usually stands watch
9 with the first engineer.

10 INTERVIEWER: After he felt these shocks and
11 heard the noise, does he recall what happened to the
12 chief engineer and the first engineer?

13 INTERPRETER: The first -- the first one?

14 INTERVIEWER: Well, does he recall, you know,
15 what -- what happened to them?

16 INTERPRETER: The first time he heard the
17 noise, and he left -- it was a continuous -- it was a
18 continuous scraping noise, and then the -- and then the
19 -- the blow came. Yeah. He -- he was just thrown so
20 violently, he -- he doesn't -- he doesn't know.

21 INTERVIEWER: Could he give a little more
22 detail about how he was thrown, what direction?

23 INTERPRETER: He was -- he was a bit -- he
24 was sitting and looking aft. He doesn't remember. He

1 doesn't remember which -- he doesn't recall which way
2 he was thrown.

3 INTERVIEWER: Can I pursue that just one
4 moment, and it might help?

5 Ask him if he can picture as he's sitting
6 here, was he -- you know, try and have him picture
7 which way his body went. Was it thrown against the
8 wall? I mean, see if he can just -- a sense of against
9 the wall? Was he thrown off the seat?

10 INTERPRETER: He doesn't remember. Let me
11 ask him at the point he heard the noise, the scraping
12 noise, how -- how long that -- which way he was --

13 INTERPRETER: That was the timing sequence
14 right there. That was a total of about five seconds
15 from the first noise until the violent shake.

16 INTERVIEWER: Could he just describe what he
17 was doing? It's easier when I can talk directly to
18 him. Try to get him to, as he's sitting there, just
19 before the impact, make him think about was he talking
20 to the engineer, you know, where -- you know, as he was
21 sitting there, was he looking at them? They heard the
22 noise he's described. They looked at each other.

23 INTERPRETER: He just remembers -- he
24 indicated he kind of -- it was almost like a motion of

1 standing up, kind of being forced to stand up, and then
2 after that, just so violent, he doesn't know which way
3 he went.

4 INTERVIEWER: Is he left-handed or right-
5 handed? Would he be able to state that?

6 INTERPRETER: He's right-handed.

7 INTERVIEWER: Could -- could I ask him to
8 just try to make a sketch of the engine room and maybe
9 show those long chairs, you know, just very basic
10 simple one? Maybe you could help him with it. Show
11 the positions.

12 Do you want -- he's got --

13 INTERVIEWER: I would prefer the witness --

14 INTERPRETER: He said he could write it.

15 INTERVIEWER: Okay. Yes.

16 (Pause)

17 INTERPRETER: He's drawing the control room
18 right now.

19 (Pause)

20 INTERPRETER: Well, I'll explain it. Once
21 he's finished, I'll explain it.

22 (Pause)

23 INTERPRETER: He drew the basic --

24 INTERVIEWER: Label what he did.

1 INTERPRETER: Yeah. I'm going to go ahead
2 and label what he drew in red and in English.

3 Basically, we have -- we have the refrigeration control
4 panel.

5 INTERVIEWER: Label forward, port, starboard,
6 please.

7 INTERPRETER: Okay. So, we have port,
8 starboard, forward, aft, and we have the refrigeration
9 control console and display units, display units,
10 seats, seats, and this is a long -- this is a bench
11 basically. So, it's a bench, and across from that,
12 there's -- there's another bench, and on this side is
13 the -- basically, it's -- it's -- it's the -- it's the
14 --

15 INTERVIEWER: A printer?

16 INTERPRETER: Printer logger. Alarm and EOT
17 logger, and this is a table, another window, two
18 windows on the aft side.

19 INTERVIEWER: Is that above the water line?

20 INTERVIEWER: These are windows in the engine
21 room.

22 INTERPRETER: This is -- this is looking --
23 looking into the control room. Control room. This is
24 the stairwell and underneath the stairwell is an AC

1 unit for the -- for the control room, and you have a
2 switchboard and a switchboard on the forward side,
3 also.

4 In front of the -- in front of the starboard
5 side window, there's -- they have a small refrigerator.

6 I asked if -- how -- how tall it is. Basically, it
7 does -- it's not tall enough to block the window.

8 In between the windows, you have the door to
9 the engine room. He emphasized, also, that with -- by
10 the switchboard and the bulkhead is enough -- on the
11 aft -- aft switchboard, there's enough space for a
12 person to walk through.

13 This is basically just the stool on the
14 starboard -- starboard side. I forgot to mention,
15 underneath the alarm logger and the EOT logger is a
16 file cabinet, and he -- and he -- he indicates --
17 indicated in green, he was sitting on the -- Mr. Kagajo
18 was sitting on the forward side of the bench looking
19 aft, and on the aft bench, on the port side, was the
20 chief engineer indicated by Mr. Kagajo as CE, and with
21 an arrow pointing toward -- he -- he believes that the
22 chief engineer was looking towards him, and at first,
23 he believed the first engineer was sitting right across
24 from him, and with the arrow indicating drawn by Mr.

1 Kagajo that he is facing towards him.

2 INTERVIEWER: Very good drawing. Just to
3 confirm, this is a picture of that same area?

4 INTERPRETER: He's saying there's -- there's
5 tables right next to each other. He's basically
6 pointing on the picture, he was sitting right --

7 INTERVIEWER: Is this the bench he was
8 sitting on?

9 INTERPRETER: Yes, this is the bench he was
10 sitting on.

11 (Pause)

12 INTERVIEWER: He described after the impact
13 where he recalls landing and how he got out of the
14 space.

15 INTERPRETER: He has no idea. He just
16 remembers just spinning, spinning.

17 INTERVIEWER: Is that the stairs that he went
18 up then? How did he leave the control room?

19 INTERPRETER: No, no, no, this is not --
20 basically what he's pointing, where he's saying he --
21 once the initial impact -- once the impact threw him
22 off, he -- he -- all he remembers is just being spun
23 up, spun up in the circle, and he just doesn't remember
24 how he got from where he was sitting down, and

1 eventually, when he regained -- not consciousness but
2 where -- where he recognized where he was, he was
3 actually inside the machinery casing on the -- so, the
4 second -- so, basically, when he realized -- when he
5 realized where he was, after being spun around so much,
6 he was on the second deck in the machinery casing room,
7 basically on the stairwell, and that's when he started
8 proceeding -- then that's when -- that's when he
9 realized he was at the stairs, and he went up the
10 stairs and that's how he escaped -- escaped the -- the
11 engine space.

12 INTERVIEWER: Is that the same level?

13 INTERPRETER: No. It's a complete -- it's a
14 complete different --

15 INTERVIEWER: He was spun around by the water
16 and the oil?

17 INTERPRETER: Yes.

18 INTERVIEWER: Is there a possibility -- would
19 it be possible, based on his knowledge of the ship,
20 that the water and the oil actually washed him up this
21 ladder or if he doesn't remember going up the ladder?

22 INTERPRETER: No, no. He -- he knows he went
23 up this ladder. He knows. He -- that's when he --

24 INTERVIEWER: Okay.

1 INTERPRETER: He regained --

2 INTERVIEWER: The ladder --

3 INTERPRETER: No. The ladder -- the ladder
4 is -- the ladder -- the ladder is basically -- is -- is
5 in the machinery casing stack, where -- this is the
6 engine right here, and this is the -- this is the
7 machinery casing, you know, the stack room, and when he
8 realized where he was at, he was on the second deck by
9 the stairwell, and he grabbed the stairwell and that's
10 when he realized where he was at, and he proceeded to
11 go up the stairwell to the main deck and proceed -- and
12 --

13 INTERVIEWER: Okay.

14 INTERPRETER: -- go forward out.

15 INTERVIEWER: My question is, how did he --
16 you know, how did he get from the control room --

17 INTERPRETER: He doesn't know.

18 INTERVIEWER: I mean, how could he have, if,
19 in the normal day like -- I mean, does this ladder lead
20 to that space? Would he have to, if it was a normal
21 situation, have to go out into the engine room to get
22 to that space? In the normal situation, how would he
23 get -- how would he be able to get from the control
24 room to that space?

1 INTERPRETER: He opened -- he'll open the
2 door -- open the door, this door here, go inside the
3 engine room. So, this -- this -- this picture right
4 here is -- okay. For -- if -- under normal
5 circumstances, when there's no situation, basically
6 what -- in order for him to get from the control room
7 to where he was at during the accident, he would open -
8 - he would proceed aft, open the door, and this picture
9 indicated on the pamphlet is -- is basically a picture
10 you would see when you opened the door, and the
11 stairwell right next -- on -- on the -- looking --
12 looking aft on the starboard side, there's a stairwell
13 that you would proceed up, and you would -- as you --
14 as you go up -- as you go up the stairwell -- as you go
15 up the stairwell, you would -- you would basically go
16 aft again and come around -- come around back to the
17 port side, and you would go up the stair again, and --
18 and you would go up and that's where you would end up.

19 INTERVIEWER: So, -- so, then, for him to
20 have gotten where he was, he had to either go out that
21 door or that bulkhead had to be destroyed?

22 INTERPRETER: He wouldn't -- he -- there's no
23 way he went up. He just remembers being washed away.
24 Just like being washed around, just -- he wants -- he

1 was being washed around, starving for oxygen and
2 thinking to himself, he needs air, he needs air, and
3 finally, when he was able to get to the surface, that's
4 when -- that's when he grabbed the rail, and when he
5 got to the surface, that's where he was at, the
6 stairwell.

7 INTERVIEWER: At the top -- so, that would
8 have been, reflecting again to the engine room picture,
9 at the top of the stairs, at the top of these stairs,
10 the space on top of these stairs?

11 INTERPRETER: When he grabbed?

12 INTERVIEWER: No. When he -- no. When he
13 finally realized where he was, the space he was in, is
14 it at the top of these stairs up here?

15 INTERPRETER: No, no, no, no. It's -- it's
16 -- that stair right here indicates -- indicates this
17 stair right here.

18 INTERVIEWER: Yeah. So, it goes up in the
19 casement and that's where --

20 INTERPRETER: It goes -- yes. No. He was
21 right here. He grabbed the stair.

22 INTERVIEWER: Okay.

23 INTERPRETER: I'll indicate it with a blue.
24 So, he ended up -- where he ended up in the control

1 room being flung in the water and spun around, and when
2 he eventually was able to surface and breathe, that's
3 when -- that's -- that's when he grabbed -- I'll
4 indicate with the blue, that -- that is the area where
5 he was surfaced and that's the ladder he was at.

6 INTERVIEWER: Okay.

7 INTERPRETER: I'll indicate on the color
8 pamphlet Number 1 as the -- looking at the control
9 console on the port side, and Number 2, Number 2,
10 labeled as -- as the view as you open the door from the
11 control console -- control room to the engine room
12 looking aft.

13 INTERVIEWER: Did that door have a regular
14 handle on it?

15 INTERPRETER: It's just a regular -- just a
16 regular door knob you twist.

17 INTERVIEWER: Okay. I'm going to go ahead
18 and pass it over to Bill Woody, and I would ask
19 everybody to hold their questions, please, until, you
20 know, we'll go in turn. You'll have plenty of time,
21 everybody will have plenty of time to ask questions.

22 MR. WOODY: Mr. Kagajo, what is your age?

23 INTERPRETER: 22.

24 MR. WOODY: 22. Your height and weight?

1 INTERPRETER: In April, he'll be -- I mean,
2 in May, he will be 23.

3 MR. WOODY: Okay. Height and weight, please.

4 INTERPRETER: 73 centimeters.

5 MR. WOODY: And his weight?

6 INTERPRETER: He said he lost -- he said he
7 lost some weight in Honolulu. He said he lost some
8 weight. He lost some weight. 78, about 78 or 79.

9 MR. WOODY: Okay. Could you describe your
10 education?

11 INTERPRETER: He said he went to the same
12 school.

13 MR. WOODY: He's a graduate of the -- of the
14 high school?

15 INTERPRETER: The same school he went -- he
16 went along two years as an engineer, engineer student
17 after high -- after -- after --

18 MR. WOODY: After high school, he -- he --

19 INTERPRETER: Three years, same school.

20 MR. WOODY: Two more years of the same
21 school?

22 INTERPRETER: Two more years.

23 MR. WOODY: And does he have any kind of a
24 license or certificate for the maritime work?

1 INTERPRETER: Yeah. He -- he -- he was
2 planning on taking -- getting his license once he got
3 home. So, he'll study hard and try and get it. He's
4 in the process of studying.

5 MR. WOODY: What -- what does he have to do
6 to get a license? Study for what? An examination or
7 --

8 INTERPRETER: Textbooks.

9 MR. WOODY: Does he -- when he goes back
10 home, does he have to take an examination?

11 INTERPRETER: His -- his -- his plan was when
12 he had some time off from work, he'd go ahead and take
13 the test.

14 MR. WOODY: Okay. Now, you -- do you always
15 stand watch with the first engineer?

16 INTERPRETER: Yes.

17 MR. WOODY: And how often do you stand watch?

18 INTERPRETER: Four hours.

19 MR. WOODY: Four-hour watches. And how many
20 sections are there?

21 INTERPRETER: Chief engineer first. Chief
22 engineer first watch, himself and the first engineer on
23 the second, second engineer. So, five sections.

24 MR. WOODY: Five sections?

1 INTERPRETER: So, yeah. Since he's -- he's
2 still under instruction, he's with the first engineer.
3 So, it is five, five sections.

4 MR. WOODY: Five sections. And could you go
5 back -- when the vessel was in port in Honolulu, what
6 were your duties?

7 INTERPRETER: So, what he does is -- what he
8 does is as the first engineer and the chief engineer,
9 he starts watches, and he basically stands four-hour
10 watches, but the way he stands it is he does two hours
11 of -- with the chief engineer and two hours with the
12 first engineer, so kind of in between. Basically what
13 he said is he takes temperatures, refrigeration
14 temperatures.

15 MR. WOODY: Hm-hmm. So, he's -- he shares
16 two hours with the chief -- this is in port?

17 INTERPRETER: This is in port.

18 MR. WOODY: In port. And how many -- well,
19 how many sections are there in port? Is it the same?
20 Is it still five?

21 INTERPRETER: So, everybody else does --
22 everybody else does six-hour watches, two, but himself
23 and -- and himself and Mr. Kumina does -- does the
24 four-hour. So, he's -- he's the only one -- he's the

1 only one that has four hours and two hours in between,
2 two hours with the chief engineer and two hours with
3 the first, but everybody else stands six -- six hours.

4 So, the officer stands six hours and the crew members
5 stand the four hours watches.

6 MR. WOODY: Please repeat that again.

7 INTERPRETER: So, the officer stands six-hour
8 watches. He stands a two hours, which he -- two hours
9 with the first engineer consecutively, and so the rest
10 -- and the rest -- rest of the -- rest of the part
11 engineering department stands four -- the officer
12 stands six-hour watches, and the rest of the crew
13 stands four-hour watches.

14 MR. WOODY: Four-hour watches. So, is there
15 some time between his watches that he has two hours
16 with the chief engineer? Does the first watch follow
17 the chief engineer's watch?

18 INTERPRETER: Yes.

19 MR. WOODY: He does? Okay.

20 INTERPRETER: Yes.

21 MR. WOODY: Okay. So, he has two hours with
22 --

23 INTERPRETER: Two hours with the chief and a
24 two-hour window --

1 MR. WOODY: Right. First two-hour watch.

2 INTERPRETER: Four-hour watch.

3 MR. WOODY: And how much rest did you have
4 every day when you were in Honolulu?

5 INTERPRETER: You mean rest, sleep, too, or
6 --

7 MR. WOODY: Well, I was thinking that he was
8 not on duty, and the next question I would have is that
9 how much rest did he have before getting underway?

10 INTERPRETER: First -- on the first day, --
11 on the first day, the -- the AC unit was broken, and we
12 -- we got the part, and I was fixing -- after 5:30, he
13 was -- they were finished.

14 MR. WOODY: At 5:30, they were finished? At
15 5:30, they were finished?

16 INTERPRETER: They were finished. He doesn't
17 remember what he did that night. So, he -- he fixed --
18 he fixed the unit and was -- he didn't -- he doesn't
19 really remember what --

20 MR. WOODY: What he did?

21 INTERPRETER: -- he did. Well, the next day,
22 from 8:00 till 12:00, maybe 6 -- maybe 6 -- maybe 6:00,
23 --

24 MR. WOODY: Maybe 6:00 in the morning?

1 INTERPRETER: Yeah. No, he doesn't know what
2 time he started.

3 MR. WOODY: Okay.

4 INTERPRETER: So, -- so, he doesn't -- he
5 doesn't remember if he started at 6 in the morning or
6 8:00 in the morning, but he does stand four-hour
7 watches.

8 MR. WOODY: Okay.

9 INTERPRETER: Basically, -- yeah. Basically,
10 he thinks -- he thinks what he had was from the morning
11 till about noon time, he was -- he was standing watch.

12 MR. WOODY: Hm-hmm. Okay. And the third
13 day, when they were underway?

14 INTERPRETER: So, the next day, he had -- he
15 was free.

16 MR. WOODY: The next day, he was free.

17 INTERPRETER: Till -- till -- yeah. Till the
18 third day. So, the day before he left, about 10 to 2,
19 he thinks he did watch again. So, he thinks -- he
20 thinks -- he thinks he did from 10 to 2 watch again,
21 till he was off.

22 MR. WOODY: And then the next day?

23 INTERPRETER: He did -- the day of departure,
24 --

1 MR. WOODY: I believe he's told us that he
2 handled lines, he scrubbed the decks.

3 INTERPRETER: Basically, in the morning, he
4 was handling food, bringing food on board, supplies,
5 loading up, stock -- stocking up on supplies.

6 MR. WOODY: What time did he start doing
7 that?

8 INTERPRETER: He got up around 8:30 or 9. He
9 really does not remember.

10 MR. WOODY: Okay. I -- I think that's
11 enough. I think that's enough.

12 One thing I didn't ask is, when did you start
13 going to sea as a -- as a career?

14 INTERPRETER: High school, junior -- junior -
15 - sophomore. Junior. So, the first time he -- he went
16 to sea was his junior year.

17 MR. WOODY: He gets through high school, and
18 he has two more years. Is this his first trip to sea?

19 INTERPRETER: So, he started at 17 and then -
20 - and then, your question was?

21 MR. WOODY: Well, he started at 17 with high
22 school?

23 INTERPRETER: He started out, that was his
24 first trip.

1 MR. WOODY: First trip.

2 INTERPRETER: Hm-hmm.

3 MR. WOODY: Okay. And then as a professional
4 mariter, after basically his schooling, was that just
5 recently he started his career? Is this his first
6 trip? Had he been on any other trips, commercial
7 trips?

8 INTERPRETER: For four years, he was a
9 student before that.

10 MR. WOODY: So, this was his first trip as a
11 crewman and not as a student?

12 INTERPRETER: For -- for -- yeah. This was -
13 - this was his first trip. His first trip as a crew
14 member.

15 MR. WOODY: Okay. That's good. All right.
16 And how -- how would you characterize your health?

17 INTERPRETER: Pretty healthy.

18 MR. WOODY: And prior to your injury, were
19 you required to take any medications?

20 INTERPRETER: No.

21 MR. WOODY: And -- okay. And you -- your --
22 do you wear glasses?

23 INTERPRETER: Yes.

24 MR. WOODY: I think that takes care of the

1 human performance area. Thank you very much for
2 answering all these questions.

3 INTERVIEWER: Let me do a couple other --
4 I've got a couple questions. When -- when you left
5 Japan, what kind of -- did you do any emergency drills
6 when the ship left Japan?

7 INTERPRETER: Specific boat drills or drills?

8 INTERVIEWER: Any kind.

9 INTERPRETER: So, basically, he described as,
10 you know, just the mustering drill, grab your life
11 jackets after the general alarm. That's when you take
12 muster and when the trip -- they did it once.

13 INTERVIEWER: Okay. Does he remember when
14 they did it?

15 INTERPRETER: No.

16 INTERVIEWER: Okay. Did he have to do -- did
17 they ever do any fire-fighting drills?

18 INTERPRETER: No.

19 INTERVIEWER: Do they have -- do they have
20 any fire-fighting training?

21 INTERPRETER: Like when? On the boat or on
22 the --

23 INTERVIEWER: Yeah. In his career.

24 INTERPRETER: In his career?

1 INTERVIEWER: Well, I mean, in school, as a
2 part of the school, do they teach the students fire-
3 fighting?

4 INTERPRETER: No.

5 INTERVIEWER: Are there any extra life
6 jackets down in the engine room at all?

7 INTERPRETER: From what I know, I don't -- I
8 don't -- he doesn't -- he doesn't think so.

9 INTERVIEWER: Where's his life jacket?

10 INTERPRETER: It's -- it's in the state room.

11 INTERVIEWER: Would there be any connection
12 between where he was in the control room and the
13 student messing area immediately forward of it? Is the
14 student messing area immediately forward of the control
15 room, separated by a bulkhead?

16 INTERPRETER: No, there's no -- there's just
17 a bulkhead.

18 INTERVIEWER: I guess just for orientation,
19 maybe can you understand from what they've been
20 describing, this is looking forward or aft?

21 INTERPRETER: No. This is looking aft.

22 INTERVIEWER: Okay. So, -- but the -- I
23 guess the student mess is on the other side --

24 INTERPRETER: Yes.

1 INTERVIEWER: -- of the bulkhead?

2 INTERPRETER: Yes. Forward -- forward of the
3 control room, yes.

4 INTERVIEWER: Right. But -- and it's
5 separated by just a bulkhead?

6 INTERPRETER: A bulkhead, just a bulkhead,
7 yes. He labeled this picture as Number 3. Basically,
8 this is -- this is -- the Picture Number 3 is the
9 student's mess deck. The picture shows -- you look in
10 from the starboard side or you look in from the port
11 side to starboard, and what you're looking at is, in
12 front, is the port side computer room, and as you look
13 on the picture on the right side is an exit.

14 So, basically, there's a -- there's a door
15 right here, behind the pole, the door to the computer
16 room, and on the right side, there's double doors, two
17 double white doors that are stairwell to exiting the
18 student's mess deck.

19 INTERVIEWER: So, those double white doors
20 then are on the forward edge of the mess deck?

21 INTERPRETER: No. They're on the aft.
22 They're aft.

23 INTERVIEWER: So, then there would be a
24 stairwell between the student mess and the control

1 room?

2 INTERPRETER: Yes. In the -- in the -- under
3 -- underneath the stairs is just a locker. On the port
4 side, there's just -- there's just an extra spare state
5 room for the students, and on the starboard side is
6 just a computer room. So, I'll label Number 4 as --
7 this is the computer -- computer room.

8 INTERVIEWER: Okay. So, Pictures 1, 2, 3 and
9 4 are basically down on the third deck?

10 INTERPRETER: Yes.

11 INTERVIEWER: Okay. So, there is a stairwell
12 between the student's mess area and study area and the
13 control room, where the stairwell and the stairs --
14 state room is?

15 INTERPRETER: They're describing it as -- as
16 the -- the control room. This is the bulkhead.
17 Nothing's -- nothing goes in the bulkhead.

18 INTERVIEWER: Right.

19 INTERPRETER: There's just a stairwell in
20 here.

21 INTERVIEWER: And then -- and then, this is
22 the --

23 INTERPRETER: This the student mess deck.

24 INTERVIEWER: Okay.

1 INTERPRETER: Yes.

2 INTERVIEWER: So, what was just described
3 then was in fact there is a space between the control
4 room and the student mess deck area?

5 INTERPRETER: Oh, okay. Yes.

6 INTERVIEWER: Does he know, since we've
7 raised that question, does he know if the spare state
8 rooms, if anyone had been assigned to those spare state
9 rooms?

10 INTERPRETER: Just -- no. It was just
11 storage. They were using it for storage.

12 INTERVIEWER: All the students were -- state
13 rooms then were upstairs?

14 INTERPRETER: Yes. No, no. All the rest of
15 the students were on the second deck.

16 INTERVIEWER: That's all the questions I
17 have. Sorry to get into so much detail.

18 INTERVIEWER: Okay. Commander, would you
19 like to ask some questions?

20 LCDR SANTOMARUO: Yes, I would. Lt.
21 Commander Santomaru from SUBPAC Headquarters.

22 You have three diesel engines on the ship, is
23 that correct?

24 INTERPRETER: Three. There's two generators

1 and one main.

2 LCDR SANTOMARUO: And the control room is
3 soundproof?

4 INTERPRETER: No. You only need earplugs
5 while you're in the control room.

6 LCDR SANTOMARUO: So, when you're in the
7 engine room, it's pretty loud?

8 INTERPRETER: It's not -- it's not -- it's
9 not too noisy that you can't stand it, but, I mean, --

10 LCDR SANTOMARUO: Is hearing protection
11 required in -- in the -- when you're in the engine area
12 spaces outside the control room?

13 INTERPRETER: No.

14 LCDR SANTOMARUO: No. Okay. I'd like to get
15 a little detail of the engines, if he has that
16 information, make, model manufacturer, number of
17 cylinders.

18 INTERPRETER: He'd rather just finish. I
19 mean, they're asking about -- they're discussing about
20 taking a break, but he just -- he wants to finish.

21 INTERVIEWER: Okay. Yeah. We're nearly
22 finished.

23 INTERPRETER: Do you want -- you want like
24 how many cylinders?

1 LCDR SANTOMARUO: Yeah. Any of the data that
2 he can recall on the engine.

3 INTERPRETER: 1800 horsepower, six-cylinder,
4 turbochargers, turbocharged.

5 LCDR SANTOMARUO: This is -- I'm not trying
6 to make it to be a test. Two-cylinder or two-stroke or
7 four-stroke?

8 INTERPRETER: No, he doesn't know. He
9 doesn't remember.

10 LCDR SANTOMARUO: Okay. That's fine. Do you
11 know any of the information or data on the diesel
12 horsepower or anything like that?

13 INTERPRETER: No, he doesn't remember.

14 LCDR SANTOMARUO: Okay.

15 INTERPRETER: No, he doesn't remember.

16 LCDR SANTOMARUO: Okay. No problem. Okay.
17 That's all I have. Thank you very much.

18 MR. WOODY: One more question.

19 MR. WHITE: Woody?

20 MR. WOODY: When you -- whenever you've been
21 on the ship, what was the largest number of students
22 that would normally go on a cruise, on a trip?

23 INTERPRETER: The students? Probably from
24 what he remembers, about 22. Up to 20. Yeah. Up to

1 20, up to 20.

2 MR. WOODY: Okay. I was mistaken. I do have
3 one more question after that, and then we'll let him
4 go.

5 When he was a student, as an engineer, what -
6 - what did he stand as watches? What do students stand
7 as watches?

8 INTERPRETER: Basically maintenance, cleaning
9 up equipment, refrigerator, you know. So, they don't
10 stand watches per se.

11 MR. WOODY: They don't?

12 INTERPRETER: They don't stand watches.
13 Systems control. Okay. So, yeah, basically, but when
14 they do -- they do -- what he was describing is when --
15 what their -- they just do as -- when they stand watch
16 with a crew member or -- or an officer.

17 MR. WOODY: And do they stand -- how many
18 would be on watch at one time? I guess. Is there one
19 student for every officer or every --

20 INTERPRETER: Just one other student. One
21 other student would stand watch. One, maybe two.

22 MR. WOODY: Okay. At a time, one, maybe two.

23 MR. WHITE: Okay. I think that's all we
24 have, sir. We thank you very much for your

1 participation. Ask him, how is his shoulder feeling?

2 INTERPRETER: It hurts.

3 INTERVIEWER: Like I say, I've got a son
4 that's 23. Glad that he made it out. Tragic accident.
5 I think it's a miracle he got out alive.

6 Thank you.

7 MR. WHITE: That concludes our interview of
8 the Oiler aboard the fishing vessel. The time is 2019.

9 Thank you.

10 (Whereupon, the interview was concluded.)

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